

THE OVERLAND CHINA MAIL
(PUBLISHED EVERY
MAIL DAY.)
Contains the Week's News
of London and the
Far East.
Price (including Postage) to any
part of the world, \$13.
per annum.

The China Mail.

ESTABLISHED 1845

AGENTS.
Orders for the "Overland China Mail" may be made to our agents at the following ports:-
Canton: PATEL & CO.
Hongkong: SHOOKY & CO.
Shanghai: BULLY & WATSON
Yokohama: BULLY & WATSON
Manila: A.S. WATSON & CO. LD.

No. 16,580.

號四五月年六十百九千壹

HONGKONG, THURSDAY, MAY 4, 1916.

辰四戌年五國民華中

PRICE, \$3.00 Per Month

THORNE'S
OLD VAT
No. 4.
SCOTCH WHISKY.
SOLE AGENTS:
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS.
HONGKONG.
TEL. 616.

HONGKONG VOLUNTEER CORPS.
Corps Orders by Lieut.-Col. A. Chapman, V.D.

Reservist John Sim, Singapore Volunteer Corps, is attached to the Engineer Company H.K.V.C. from this date.

Private Abloh is transferred from Right Section M. G. Co. to Engineer Company from this date.

Parades for Friday 5th instant at 5.30 p.m. Drill at Headquarters under Co. Sgt. Major Mitchell. Recruits of Right Section M.G. Co. Squad drill and rifle exercises at Headquarters. Squad Co. No. 1 Section. Squad drill at Headquarters. Standing gun drill at Gun Club Hill. Sergeant Bradley R.G.A. will attend.

On duty to-night: Civil Service Company. Next for duty: H.K.V.C. Orderly Officer until the 5th inst. Lieut. Beech.

HONGKONG POLICE RESERVE.

Parades etc. Monday, May 5th. Maxin Gunners. 5.30 p.m. Orchestra Practice 6.30 p.m. Tuesday May 6th. Sections 13 and 14 under Chief Inspector Mason 5.30 p.m. Wednesday, May 10th. Maxin Gunners 5.30 p.m. Thursday, May 11th. Sections 13 and 14 under Chief Inspector Mason 5.30 p.m. Orchestra Practice 6.30 p.m. Friday, May 12th. Maxin Gunners 5.30 p.m.

JOINED.
No. 1 Company. The following War-ders of Victoria (Hon.) Mawab Khan, Wali Dad, Lal Khan, Golan Hosain, and Golan Haider.
No. 4 Company. Leung Kam Hang, Li Chung Yee, Luk Phe Hong, Tai Tin Shing, Wong Chun Yau, Chung Man Ju, Fung Man Yee and Ma Way Man.
The above Recruits will drill on Monday, Wednesday and Friday, May 8th, 10th, and 12th as follows:-
No. 1 Company under Staff Inspector Clarke.
No. 4 Company under Company Sergeant Major Peter Wong.
Commencing on Monday, May 15th, an Equipment and Emergency Call Station. Every member of the Force will be required to attend before this Board. Sections and other units will be warned in rotation.
(Sgd.) F. C. JENKIN.
D.S.P. (Reservist).

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.

8.30 p.m. and 9 p.m. 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAY.

7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12 Noon. Every 15 minutes.
12 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

8.30 p.m. and 9 p.m. 9.30 p.m. to 11.00 p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAY.

7.45 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 12 Noon. Every 15 minutes.

12 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

8.30 p.m. and 9 p.m. 9.30 p.m. to 11.00 p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAY.

7.45 a.m. to 10.30 a.m. Every 15 minutes.

BUSINESS NOTICES.
STEAM OR MOTOR VESSELS
8,000 Tons, 8,000 Horse Power now Built
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destinations.
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
KOWLOON RAY

WE HAVE RECEIVED NEW STOCKS OF
JEFFREY'S PILSENER BEER
(BREWED IN SCOTLAND).
A. S. WATSON & Co., Ltd.
WINE AND SPIRIT MERCHANTS.
HONGKONG.
Telephone No. 616.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.
Established 1833
MANUFACTURERS OF

PURE Manila ROPE
STRAND 1" to 15" CIRCUMFERENCE.
CABLE LAID 5" to 15" CIRCUMFERENCE.
4 STRAND 3" to 10" CIRCUMFERENCE.
Oil Drilling Cables of any size up to 3,000 feet in length.
Prices, Samples and full particulars will be forwarded on application to
Shewan Tomes & Co., General Manager.
Hongkong, April 11, 1916.

"MUMEYA"
"While-you-wait" Photography.
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.
PRICE 2.00 per 3 pcs. on Post Cards.
No. 8 & Queen's Road Central.
TEL: No. 954.

NORTH BRITISH & MERCANTILE INSURANCE CO.
IN WHICH ARE VESTED THE SHARES OF
THE OCEAN MARINE INSURANCE COMPANY, LTD.
and
THE RAILWAY PASSENGERS' ASSURANCE CO.
TOTAL FUND AS AT 31st DECEMBER, 1914, 223,970,387.
—Authorized Capital £2,000,000
—Subscribed Capital £4,600,000
—Paid up Capital £2,437,500
—Fire Fund £3,837,047
—Life & Annuity Funds £17,627,580
—Sinking Fund Account £23,230
£23,970,387
Revenue Fire Branch £2,381,466
Life and Annuity £1,141,593
Branches
Revenue Marine Department 337,239
Other Receipts 478,940
£2,530,238
—The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.
SHEWAN, TOMES & CO.
Agents.

THE CHINA MAIL TYPHOON MAP and GUIDE
Enables one to locate the centre of a Typhoon.
MOUNTED ON CARDBOARD AND TAPED FOR HANGING.
Price 50 Cents.
From the China Mail Office.
THE ALEXANDRA CAFE cannot be beaten, it is equalled. For Bread, Cakes, Confectionery, Meats, Wine & Liquors.

BUSINESS NOTICES.
THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.
TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 757' x 88' x 34'
Pumps empty Dock in 2.3.4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:
JOHN I. THORNCROFT & CO., LTD.

PETROL & KEROSENE MOTORS 1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LANCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE.
HONGKONG, CHINA AND JAPAN, AGENTS.
Telegraphic Address: "TAIKOODOCK." TELEPHONE No. 212.

VICTORIA THEATRE
FRIDAY, 5th MAY, 1916.
A GRAND GALA PROGRAMME
FOR THE WEEK END
EXPLOITS OF ELAINE
(1st & 2nd EPISODES.)
A Great Serial
Comedies:
CHARLIE BY THE SEA,
CHARLIE GETTING ACQUAINTED,
A FATAL TAXI (Keystone Comic),
WHEN KNIGHTS WERE BOLD.
Interesting:
PATE'S BRITISH GAZETTE.
Matinee Saturdays only
EXPLOITS OF ELAINE
Booking at Theatre (Prices as usual).

THE HONGKONG HOTEL
AND
GRILL ROOM
J. B. TAGGART,
MANAGER.

PEAK HOTEL.
ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
A FIRST CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.
Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' rooms, Roof Garden.
Terms: From \$5 per day. Men.
Telegraph Add: "Peak-Hot." P. O. PEUSTER, Manager.

PATELL & CO.
Importers-Exporters
Commission Agents
HONGKONG.
Branches:
SAN FRANCISCO, CAL.
YOKOHAMA, JAPAN.
BOMBAY, INDIA.
China:
HANKOW,
SHANGHAI,
CANTON.

KING EDWARD HOTEL
Central Location
A. H. ELECTRIC TRAM PASS ENTRANCE, Electric Lifts, Fans and Lichens, European Baths and Sanitary Fixings, Hot and Cold Water System throughout.
Best of Food and Service.
Telephone 375.
Telegraphic Address: "VICTORIA." J. WITTOBELT, Manager.

BUSINESS NOTICES.
GREEN ISLAND CEMENT CO., LD
Portland Cement

In Casks of 375 lbs. net.
In Bags of 50 lbs. net.

Shewan, Tomes & Co
GENERAL MANAGER.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS!

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
HONGKONG TO CANTON. CANTON TO HONGKONG.
THURSDAY, 4th MAY.

8 A.M. 'HONAM' 5 A.M. 'HONGSHAN'
10 P.M. 'FATSHAN' 5 P.M. 'EINSHAN'

FRIDAY, 5th MAY.
8 A.M. 'HONGSHAN' 8 A.M. 'HONAM'
10 P.M. 'KINSHAN' 5 P.M. 'FATSHAN'

Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for Return by Day Steamer) 5.00
Single Fare by Day Steamer 5.00
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE.
S.S. 'TAI SHAN' Tons 2076 to S.S. 'SUI TAI' Tons 1251.
HONGKONG TO MACAO.
Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf, and at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sunday's at 7.30 A.M. and 3 P.M.

EXCURSION TO MACAO.
SUNDAY, 7th MAY.
The Company's Steamship "TAISHAN" will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 3 P.M.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

CANTON-MACAO LINE.
S.S. 'SULAN'.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.
S.S. 'SAINAN', 688 Tons, and S.S. 'NANNING', 469 Tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers "LINTAN" and "SANTU". These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted), 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (Former French)
Opposite the Blake Pier.

ALEXANDRA CAFE.
We Serve the Best Tiffin or Dinner in Hongkong for \$1.00.
Roast Ready for the Table Hot or Cold Roast Turkey, Geese, Pheasants, Sirloin of Beef, Saddle of Mutton &c., Pork Sausages (own make) Game Pie, Pork Pies, Plum Puddings, Minced Meat, Minced Pies.

Bournville
The "COCOA de Luxe"
HIGHEST GRADE
BRITISH MADE
Cadbury
"BOURNVILLE COCOA" represents the highest grade of nutritive cocoa preparation on the market, it fully maintains its high reputation in food value and delicacy of flavor, and is second to none in any respect whatsoever.
Medical Magazine, March, 1912
CADBURY'S CHOCOLATES
In Tins and Fancy Boxes
Specially Packed for Export
FROM THE FACTORY IN A GARDEN, BOURNVILLE, ENG.
Hongkong Disp. 11-1901

PATELL & CO.
Importers-Exporters
Commission Agents
HONGKONG.
Branches:
SAN FRANCISCO, CAL.
YOKOHAMA, JAPAN.
BOMBAY, INDIA.
China:
HANKOW,
SHANGHAI,
CANTON.

KING EDWARD HOTEL
Central Location
A. H. ELECTRIC TRAM PASS ENTRANCE, Electric Lifts, Fans and Lichens, European Baths and Sanitary Fixings, Hot and Cold Water System throughout.
Best of Food and Service.
Telephone 375.
Telegraphic Address: "VICTORIA." J. WITTOBELT, Manager.

SIEN TING
Surgeon-Dentist
No. 14, D'ARVILLE STREET.
TERM VERY MODERATE.
Qualification:

INTIMATIONS

CHINA TRADERS IN-URANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the China Traders Insurance Company, Limited, will be held at the Head Office of the Company, No. 4, Connaught Road, Victoria, in the Colony of Hongkong, on FRIDAY, the 5th day of May, 1916, at 10 o'clock, when the subject of Resolution was passed as an Extraordinary Resolution at the Extraordinary General Meeting of the said Company held on the 18th day of April, 1916, will be submitted for consideration as a Special Resolution.

The name of the Company be changed to the "British Traders Insurance Company, Limited."

Dated this 18th day of April, 1916.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE THIRTY-FIFTH ORDINARY GENERAL MEETING of the Company will be held at the offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., 10, Des Voeux Road, Hongkong, on SATURDAY, the 6th day of May, at 10 o'clock, for the purpose of receiving the Report of the Directors, passing the accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st day to the 20th May inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, April 29, 1916.

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Canton Insurance Office, Limited, will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., No. 16, Bolder Street, Victoria, in the Colony of Hongkong, on FRIDAY, the 5th day of May, 1916, at 10 o'clock, when the subject of Resolution was passed as an Extraordinary Resolution at the Extraordinary General Meeting of the said Company held on the 18th day of April, 1916, will be submitted for consideration as a Special Resolution.

That the provisions of the Company's Memorandum of Association with respect to the election of Directors as to read as in the Draft signed by the Chairman of this Meeting for the purpose of identification.

That the Articles of Association of the Company be altered in manner following:

That the following Article shall be substituted for Article 54, namely:

"54. The members of the Company shall be paid out of the funds of the Company such remuneration as may be determined by the General Meeting of the Company, and such remuneration shall be payable in advance of any dividend or interest on shares."

That the members of the Company shall be paid out of the funds of the Company such remuneration as may be determined by the General Meeting of the Company, and such remuneration shall be payable in advance of any dividend or interest on shares."

Dated this 3rd day of May, 1916.

JARDINE, MATHESON & CO., LTD.,
General Agents.

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Canton Insurance Office, Limited, will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., No. 16, Bolder Street, Victoria, in the Colony of Hongkong, on FRIDAY, the 5th day of May, 1916, at 10 o'clock, when the subject of Resolution was passed as an Extraordinary Resolution at the Extraordinary General Meeting of the said Company held on the 18th day of April, 1916, will be submitted for consideration as a Special Resolution.

That the remuneration of the Consulting Committee be fixed at the sum of \$8,000 per annum as from "first day of January 1916."

Dated this 3rd day of May, 1916.

JARDINE, MATHESON & CO., LTD.,
General Agents.

THE CANTON INSURANCE OFFICE, LIMITED.

THE HONGKONG ELECTRIC COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the TWENTY SEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, 50, George Street, Hongkong, on SATURDAY, the 6th day of May, 1916, at 12 o'clock, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th February, 1916, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th day to the 20th May, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, May 2, 1916.

HONGKONG ELECTRIC COMPANY, LTD.

REDUCTION IN PRICE

FROM 1st May, 1916, the price of Current for Lighting and Fans will be reduced to 30 cents per unit.

Discounts will remain as before.

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, May 1, 1916.

IF you happen to be late your mail will be Curiously and Promptly served by the "China Mail" at the ALKANDRA CAFE.

YESTERDAY, 1st May, 1916, the "China Mail" was served by the "China Mail" at the ALKANDRA CAFE.

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INTIMATIONS

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH YEARLY MEETING of the SHAREHOLDERS of the above Company will be held at the Company's Office, 130, Victoria Street, Hongkong, on MONDAY, the 22nd May, 1916, to receive a Statement of Accounts to the 31st December, 1915, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The Transfer Books of the Company will be closed from the 28th May to the 22nd May, both days inclusive.

THE CHINA-BORNEO CO., LTD.,
W. G. DUFFY,
General Manager.

Hongkong, May 3, 1916.

NOTICE.

It is hereby notified that I have this day established myself as a Stock and Sharebroker, and will carry on business on my own account at this address:

E. MURRAYMOND,
Alexandra Buildings,
Hongkong, May 1, 1916.

Hongkong, May 1, 1916.

NOTICE.

NOTICE is hereby given that the partnership heretofore subsisting between GEORGE CHARLES MOXON, JOHN WILLIAM TAYLOR, and EDWARD MAURICE TAYLOR, carrying on business at Victoria, Hongkong, as Sharebrokers under the style or firm of MOXON and TAYLOR, has been dissolved by the effluxion of time as from the 30th April, 1916, so far as concerns the said EDWARD MAURICE TAYLOR, who has retired from the said firm.

The said GEORGE CHARLES MOXON and JOHN WILLIAM TAYLOR will continue to carry on the said business in partnership under the same style or firm of MOXON and TAYLOR.

G. C. MOXON,
J. W. TAYLOR,
E. M. RAYMOND,
Hongkong, May 2, 1916.

54% RUSSIAN INTERNAL SHORT TERMED LOAN OF 1915.

For Rate, 2,000,000,000.

SUBSCRIPTION to the above LOAN will be opened from 28th March, till 5th May inclusive.

The price of issue is 95%.

The loan is entirely free of Income Tax and of other taxes.

The loan is redeemable at par on 1st February, 1920, Russian style, without conversion for the Russian Government to convert it at an earlier date.

Coupons are payable half yearly on the 1st February and 1st August, Russian style.

As interest on the above loan runs from 1st/14th February, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.

The Russo-Asiatic Bank in Hongkong is ready to accept applications for the above loan.

Special favourable rates will be quoted for Russian exchange.

Payment may also be made in Roubles. Applications will be wired to Petrograd free of telegraphic charges and commission.

40% only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.

G. TISDALL,
Manager.

Hongkong, March 30, 1916.

SILIMPON (SEBATTIK) COAL.

THE Undersigned having been appointed Agents for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPON COAL trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo).

SILIMPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN exclusively for SILIMPON COAL (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Siboko Bay (Sebatik Harbour), Prices and other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,
Agents Cowie Harbour Coal Company, Limited.

Hongkong, Dec. 2, 1915.

"A SCOUT IN FAIRYLAND"

"JOHN IN HONGKONG"

A local Fairy Story entirely produced in Hongkong, with topical illustrations for the benefit of War Charities.

ON SALE AT—

MESSRS. W. M. POWELL, LTD.,
Messrs. WHELAN, LTD.,
Messrs. KELLY and WALSH, LTD.,
Messrs. WHITNEY, LTD.,
Laidlaw & Co., Ltd.,
and The China Mail, Ltd.

Price 50 Cents.

ALEXANDRA CAFE.

YESTERDAY, 1st May, 1916, the "China Mail" was served by the "China Mail" at the ALKANDRA CAFE.

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HIGHEST GRADE
CIGARETTES
and TOBACCO

Smokers of GARRICK SMOKING MIXTURE are always sure of a cool and refreshing smoke.

Acknowledged by the connoisseurs to stand alone for purity and charm of flavour.

GARRICK CIGARETTES are always the same, always good, always satisfying.



OBTAINABLE AT ALL LEADING TOBACCONISTS

SIMPLIFICATION OF THE CHINESE LANGUAGE.

REFORM PROPOSALS.

Progressive Chinese scholars and statesmen are proposing to rid ruthlessly through the dialects and vocabularies of China and save a residuum of five thousand words for universal use in the Eastern Republic. This proposal is said by a correspondent of the New York "Times" to meet with the approval of President Yuan Shih-kai and the Minister of Education and to be under general discussion in the Chinese press.

One of the immense gains of such a simplification and standardization of Chinese text-books would be to bring the various provinces together, whereas at present, so far as the unlettered part of the population is concerned, they are virtual foreigners to one another.

Education is expected to make great and rapid strides under such a reform, and to tempt the Government to make an increased appropriation for its purposes.

Just now the money devoted to education is said to be about one-fifth of the amount expended annually for the upkeep of the Army and Navy. We read:

"The sentiment throughout China is that more money must be used for Education. With a proper system of taxation, China can realize sufficient money to maintain schools, but educational experts are universally agreed that adequate results can not be attained in Chinese schools until the written language of the Chinese is standardized and simplified."

Prominent educators recently suggested the creation of a board for the accomplishment of this work. They would have such a board modify the present "fossil" style of composition and put the Chinese classics—that is, the better-known works of Confucius—into simple language with simplified characters. This edition would take from the Mandarin dialect as used in Peking, which is the language of scholars, possibly 5,000 Chinese characters, sufficient for ordinary expression. This would be the standard vocabulary for all China.

The pronunciation of the characters would be standardized in such a way that the written and spoken words would be exactly the same in every province.

The educators suggest that this reform-board would make text-books and dictionaries containing the 5,000 words or characters adequate to cover the first five years of primary-school work. They regard that as the vital basis for education-reform in China, and suggest that more elaborate dictionaries and standard text-books could easily be worked out so as to put education, even in the universities, upon the same basis in all China.

At present the pronunciation of Chinese characters is different in practically every province. A Canton man is absolutely unable to understand the language of the Pekingese, until he has studied the pronunciation. The same is true of men from adjacent provinces in either the north or south of China.

It is estimated that the plan for standardizing Chinese would bring about universal language in China in less than forty years, if compulsory education were adopted, and the Mandarin dialect, or the dialect of the educated class, were taught in all schools. Missionaries, and other foreigners who have lived in China for many years, are almost unanimous in their belief that the extremely difficult and varied language of the Chinese is the greatest barrier to China's progress.

Written and spoken Chinese are in such hopeless complexity that there are very few Chinese scholars who have been able to master all the dialects even in a long lifetime of continuous study.

Only a few of the first class are able to write certain Chinese characters in an acceptable way. Of recent years there has been a tendency to write the characters in less ornate manner, and the reformers who are seeking to standardize the language urge that writing be done in what is known as grass characters. These have less shading, and the stroke can be made with a conventional pen in regular copy-books. By the adoption of

this style of characters in the newspapers and in all official documents and correspondence, educators believe the simpler form of writing would readily be popularized together with the simple standardized vocabulary.

STORY OF THE "EMDEN."

HOW CAPTAIN TOOK A GREEK SHIP'S COAL.

TIMELY SHELLS ACROSS BOW FROM CRUISER YAMOUTH.

H.M. cruiser Yamouth's arrival off the Dutch colonial island of Gilolo just as a Greek ship captured by the Emden was being relieved of the rest of her cargo of coal, was described in the Admiralty Court London, recently.

This was a claim for prize salvage against the owners of the Greek steamer Pontoporus, 4,000 tons, valued £14,000. For the defence it was claimed that the ship was not salved from any danger, as the German captain intended to release her after taking her cargo.

Mr. Laing said that in September 1914 the vessel sailed from Calcutta with a cargo of 6,500 tons of coal, intended for the North-West Railway of India—undoubtedly a Government destination.

On September 19 she was captured by the Emden, whose commander put an armed party on board and confined the captain to his cabin. The captors also put a notice in German, French and English, setting forth that the crew of the Pontoporus were subject to German martial law, and grave penalties for any hostile attempt.

The Emden was accompanied by the German supply ship Markomannia. During the short time the three vessels were together the Emden sank eight British ships with their cargoes.

Having taken 500 tons of coal from the Greek ship the Emden left her with a prize crew on board. The Markomannia took a further 500 tons of coal from the Pontoporus. The master, who was not a German naval officer, was said to have stated to the captain of the Pontoporus: "You will be released in a day or two. You work away, and get us full of coal."

YAMOUTH HAD IN SIGHT.

On October 12 the Yamouth appeared on the horizon and both vessels steamed as fast as they could towards the land, with the object of getting within the three-mile limit, but the Yamouth fired across their bows and brought them up. The Markomannia was promptly sunk. Under the impression that the Emden was likely to return, the Yamouth waited about a little time, but she did not return.

The Pontoporus was taken to Singapore and prize proceedings were instituted on the ground that she had been guilty of unlawful service. These charges were dismissed and the vessel was restored to her owners. If she had been brought before a German prize court the ship and cargo would have been condemned on the ground that her cargo was, under German law, absolute contraband, destined for the British Government.

Captain Henry Cochrane said that when he fell in with the Pontoporus he was searching for the Emden. At Penang he handed over the 80 German prisoners to the military authorities.

Sir Samuel Evans, in defending judgment for a few days, said he did not do so because he had any doubt what his decision should be, but it was the first case of the kind that had been before the courts perhaps for centuries, and certainly during the present war.

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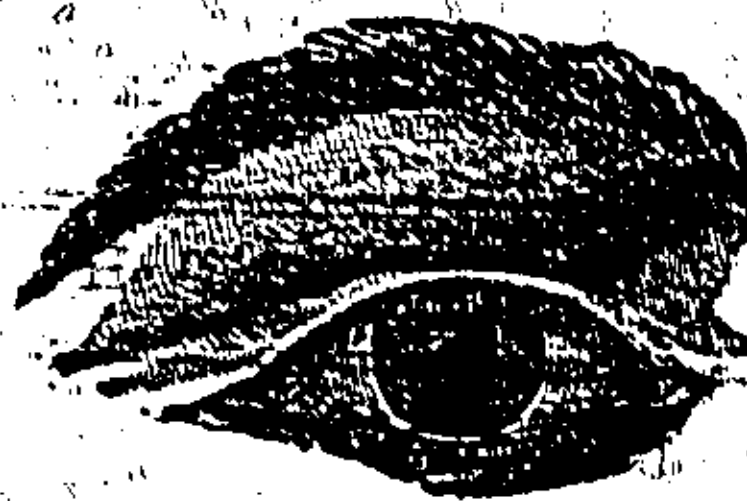
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INTIMATIONS



YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.



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SINGAPORE: Messrs Borneo Co. Ltd.

GLASGOW: Messrs A. R. Brown, McFarlane & Co., Ltd.

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Hongkong, September 4, 1913.

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TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG

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Telegraphic Address
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PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED),

FRIDAY,

the 5th May, 1916, commencing at 2.30 p.m., at their Sales Rooms, No. 3, Des Vaux Road, Corner of Ice House Street,—
A QUANTITY OF
HOUSEHOLD FURNITURE, &c.

Comprising—
Sideboards, Dinner Waggon, Dining Tables and Chairs, Chesterfield Sofas, Arm-chairs, &c., Wardrobes and Toilet Tables, Double and Single Brasses, and Brass-mounted Bedsteads, &c., Miscellaneous Furniture, several lots of Blackwood Ware, Carpets, Pianos, Porcelain, &c., &c., &c.

A few lots of Brass Vases, Flower Pots, &c., &c., &c.
—
A number of Rattan Furniture.
(Full Particulars from Catalogue.)
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, April 29, 1916.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

SATURDAY,

the 6th May, 1916, at 10.30 a.m., at their Sales Rooms, No. 3, Des Vaux Road, Corner of Ice House Street,
THE CLOTHING AND EFFECTS OF THE LATE A. RALSTON.
Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, May 1, 1916.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

TUESDAY,

the 9th May, 1916, commencing at 2.30 p.m., at their Sales Rooms, No. 3, Des Vaux Road, Corner of Ice House Street,—
A LARGE QUANTITY OF
VALUABLE TEAKWOOD AND
BLACKWOOD FURNITURE,
CARPETS, RUGS, &c.

As Follows:—
Carpets and Rugs, Upholstered Suites, Arm-chairs and Sofas, Card Tables, Bed-room Furniture, Brass Bedstead, Double and Single Brass-mounted Bedsteads, Sideboard, Dinner Waggon, Extension Dining Tables and Chairs, Tea and Occasional Tables, &c., &c., Dinner, Tea and Coffee Services, Crockery, Glass and E.P. Ware, Cooking Stoves, Cutlery, Toilet Sets, Ice Chests, &c., Bath Room Utensils, &c.
—
A few lots of Brass Vases and Flower Pots.
(Full Particulars from Catalogue.)
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, April 29, 1916.

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WANTED.

A Portuguese FOREMAN ENGINEER for an industry in Hongkong, must have thorough knowledge of managing Chinese workmen, good salary to a suitable man.
Apply by letter stating age and experience to "S."
C/o "CHINA MAIL" Office.
Hongkong, May 3, 1916.

WANTED.

BY 25th instant, A EUROPEAN SECOND ENGINEER for H. M. Tug "ATLAS". Rate of pay, \$7.00 per day for seven days per week.
Apply to CHIEF ENGINEER, H. M. Dockyard.
Hongkong, May 2, 1916.

ROOMS WANTED.

WANTED: Furnished, partly furnished or unfurnished ROOMS or FLAT in CENTRAL DISTRICT.
Apply—
C/o "CHINA MAIL" Office.
Hongkong, May 2, 1916.

NOTICE OF REMOVAL.

NOTICE is hereby given that I have this Day REMOVED my Office No. 10, Des Vaux Road Central (1st Floor).
OTTO KONG SING,
Solicitor.
Hongkong, May 1, 1916.

"THE WISHING CAP"

A CHARMING OPERETTA will be performed by the Pupils of the Anglo-French School at St. Paul's Institute, Causeway Bay, on May 10th, 11th and 12th, commencing at 7 p.m.
Admission—Adults \$1.00
Children—50 cents.

Dress Rehearsal May 6th at 4 p.m. Children only. Admission 20 cents.
Hongkong, May 3, 1916.

ROYAL HONGKONG GOLF CLUB.

EARLY MORNING GOLF.

A BALL played on to any portion of the Sand-Track, Grass-Track, or in the Ditches on both sides of the said Tracks must be lifted and dropped in the fairway not nearer to the hole, under penalty of one stroke.

This Local Rule applies only to Early Morning Golf, and has been introduced to avoid annoyance to riders and ponies on the track.
Players are requested to keep their caddies off the fairway when ponies are passing.

The above Local Rule is applicable to the Par Cup when competed for in the early morning.
By Order of
THE COMMITTEE.
Hongkong, April 11, 1916.

"LITTLE WONDER"

5 inch
RECORDS.

The MARVEL of The Musical World.

30 cents each, 4 for \$1.00 cash.

20th Century Rag ... Band
Silver Threads among the Gold. Tenor Solo.
"Jolly Copper Smith" ... Orchestra
Danzon (Maxixe) ... Band
Notoriety Rag Two-Step ... Band
Some Baby ... Band
Under the Double Eagle ... Band
Believe me if all those ... Tenor Solo
endearing charms
Kilarny ... Band

ASK TO HEAR THE LATEST.

THE ANDERSON MUSIC CO., LTD.

Des Vaux Road. Tel. 132.

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A NEW SHIPMENT OF
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Electric Facial Massage with
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Novels, Magazines,
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Mr. Chiu U Tin	300
Mr. Chau Siu Ki	200
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Mr. Lo Cho Shan	200
Messrs. Kung Yuan Hong	200
Messrs. Yuen Fae Hong	200
Mr. Kwan Fuk Ng	100
Mr. Ho Mun Shang	100
Mr. Chiu Chau Sam	100
Mr. Li King Lau	100
Mr. Tong Wan Ting	100
Mr. Lo Chung Wai	100
Mr. Chan Shui Ngan	100
Mr. Chang Yun Hing	100
Mr. Lau Ki Wa	100
Mr. Wong Chiu Fan	100
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Chun On Fire Ins. Co., Ltd.	100
Yan On Insurance Co., Ltd.	100
Messrs. Shiu Fung Hong	100
Mr. Chan Lok Chung	100
Mr. Lau Yu Fong	100
Mr. Un Chi Oi	100
Mr. Un Man Chan	100
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Mr. Lau Yik Chuek	100
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Mr. Chan Pak Chun	100
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Messrs. Yuen Shing Fat	100
Messrs. Kwong Cheong Shing	100
Messrs. Kam Shing Lee	100
Messrs. Ng Yuen Hing	100
Messrs. Kwong Mee Shing	100
Mr. Tai Shun Chung	100
Cheong Shing Hong	100
Messrs. Kwong Tak Hing	100
Messrs. Tsui Tak Lung	100
Messrs. Shun Shing Yuen	100
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Messrs. Hing Shing Lee	100
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Mr. Li To Kwai	100
Mr. Fu Yik Rang	100
Mr. Leung Pui Chi	100
Mr. Pun Shui Cho	100
Messrs. Po Hing Tai	100
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I On Insurance Co., Ltd.	100
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Wai Kwi Bank	100
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Messrs. Shing Hing Hong	100
Messrs. Shau Tao Tong	100
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Yat Cheong Bank	100
Hong On Insurance Co., Ltd.	100
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Wing On Co.	100
Messrs. Hang Wo Cheong	100
Messrs. Sun Kwong Hop	100
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Mr. Ng Hon Tai	100
Mr. Ho Put Ting	100
Messrs. Kwong On Tai	100
Messrs. Tung Fat	100
Messrs. Fok Cheong Hing	100
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Messrs. Yee On	100
Messrs. Fook Lee	100
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Messrs. King Wo Hong	50
Messrs. Tak Shing Hong	50
Messrs. Yu Wo Leung	50
Messrs. Cheong Yin Hong	50
Messrs. Yee Shing Leung	50
Messrs. Kwong Yik Leung	50
Mr. Chau Cheuk Fan	50
Messrs. Kwong On Wing	50
Messrs. Tung Foe Tai	50
Messrs. Yuen Wo Hong	50
Messrs. Man Shing Hing	50
Messrs. Kwan On Leung	50
Messrs. Shun Wo Tsung	50
Messrs. Yuen Leung Shing	50
Messrs. Shing On Hong	50
Messrs. Chai Cheung Hong	50
Kwong Cheong Bank	50
Messrs. Kwong Yu Wo	50
Mr. To Shing Kuo	50
Messrs. Fong Kuo	50
Messrs. Hing Wo	50
Mr. Leung Tai Ching	50
Wai Sun Bank	50
Kai On Bank	50
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Mr. Ho Wing	300
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Mr. Lo Yuk Tong	100
Mr. Ho Ngok Lau	100
Mr. Chiu Tai Chuen	100
Messrs. Gande Pui & Co., Ltd.	100
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Messrs. Wing Shun Wo	100
Messrs. Fung Yuen Hing	100
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Messrs. Nam Shing Tsang	100
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Kwok Shuet Ting	100
Li Yan Chuen	100
Lai Ming Hie	100
Siu Ua	100
Him Tai	100
Fok To Kai	100

(To be continued.)

TRIBUNAL ON STRIKE.

PROTEST AGAINST A POST OFFICE APPOINTMENT.

East London Tribunal at East London recently declined to deal with further cases on the ground of the Postmaster-General having appointed a local man of military age to the vacant office of postmaster at Prestonkirk. Their protest was sent to the Postmaster-General, with a request for an explanation.

IF you have lost your appetite, one of the best variety of dairy dishes at the ALEXANDRA CAFE is sure to tempt you.

AMERICAN TRADE WITH RUSSIA

PREPARING FOR THE FUTURE.

The tremendous export business from the United States to Russia which has developed almost entirely since the war began has aroused among the bankers and manufacturers of the country the desire to establish the foothold now gained so that they may continue the present relations after the restoration of peace. In an effort to aid this project the Guaranty Trust Company of New York, to-day will circulate thousands of pamphlets containing information about Russia for past, present and probable trade conditions at the close of the war, for the guidance of the thousands newly interested in the Russian Empire. The pamphlet declares that American business interests know less of Russia than of any other country with which any trade has been established and that what information has been received here regarding Russian conditions has usually come from hostile Powers whose advantage lay in dwelling upon the evil situations of the country. The great strides made by the Russian people before the war in industry and civic development are not realized in this country, and the announced purpose of the pamphlet is to throw some light on the financial and commercial conditions since the war, progress began in the country. This progress, it is declared, took place in the decade preceding the present war.

PRISONERS IN GERMAN SCHOOL.

"The pamphlet says, in part:— Since July, 1914, millions of Russians who never before left their little villages, communities have travelled thousands of miles, visiting great cities, meeting and watching experiences with their fellows from all parts of the Empire. Over a million have been prisoners in Germany, observing Germany's commercial, industrial and civic efficiency. When these men returned to their homes they should take with them thoughts and desires and ideals never dreamed of in Russia before. The very losses of the empire in the present war may mean her great ultimate gain."

"The increase in her national debt should encourage the development of her vast but hitherto almost untouched natural resources, so that that debt may be promptly and easily paid. The tremendous effort being put forth to manufacture munitions and supplies for her armies should mean the establishment of a domestic manufacturing organization incomparably superior to any that existed before the war."

"The decrease in State revenue due to the abolition of the vodka traffic has been accompanied by an unparalleled increase in savings-banks deposits and efficiency of labour. The withdrawal of the Teutonic organization since before the war, practically conducted the industry and finance of Russia, at first almost paralyzed the operation of the empire, but taught the people the folly of depending in peace too much on citizens of a foreign country whose might might become at any time an enemy Power."

RUSSIA'S POWER OF THE COUNTRY.

"We doubt whether any other nation is, by training, nearly as well qualified as our own to assist the Russian people in the work that lies before them. Our needs of yesterday are Russia's needs of to-day and to-morrow. The building of the railways, the furnishing of power and light and water and transportation, the construction and equipment of great manufacturing plants and of organizations to develop and turn into finished products the natural resources of a vast area of untold richness. These are the same problems with which we have struggled and which we have solved on our own account. Under these circumstances some study of Russian conditions must be of interest and may possibly be of substantial advantage to our banks, our manufacturers, our contractors and our engineers, and it is with a view to pointing out a few salient facts regarding Russia that we have prepared this pamphlet, which is based partly on observations of our representatives abroad, but principally on Russian official documents and on other data which we have not attempted to confirm, but which we believe to be reliable."

AWAKENING OF THE COUNTRY.

In spite of the revolution and the Japanese war the gold reserve in the Treasury and the State Bank increased from approximately 1,000,000,000 rubles in January, 1904, to approximately 2,175,000,000 rubles on December 31, 1913.

The following indicates the increase in receipts in ordinary State revenue in Russia:—

	Roubles.
1897	415,000,000
1897	1,416,000,000
1908	2,418,000,000
1912	3,108,917,000
1913	3,417,000,000

"It is interesting to note that the first increase of one billion rubles after 1897 required thirty years; the second increase of one billion rubles, between 1897 and 1908, required eleven years, while the third increase of one billion rubles, between 1908 and 1913, required only five years."

The attitude of the Russian government toward the development of education and industry is best indicated by the tremendous increase of appropriations for these purposes, between the years 1903 and 1913. In all departments there were great increases, but the Department of Education alone there was an increase of 203 per cent in the appropriation, and in the Department of Agriculture an increase of 250 per cent.

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishing and healthy fish building materials—Very palatable.

OF ALL CHEMISTS.

Phones: 51, 55 and 52, 55.

INTIMATIONS

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SUMMER UNDERWEAR
OF THE COOLEST MAKES
"B.V.D."
"ARTEX"
OR
"FLEXINET"
ARE THE BEST.
ALSO IN
INDIA GAUZE
AND
WOOL and COTTON.
INSPECTION INVITED.

THE DIARY.
MEMOS. FOR TO-MORROW.

Mon.—China Traders' Insce. Co.
Extraordinary Meeting
2.30 p.m.—Auction of Household
Furniture, etc. at Messrs. Hughes
and Hough's.

General Memoranda.

SATURDAY, May 6:—
H. M. the King's Accession, 1910.
10 a.m.—Indo-China S. N. Co's
Meeting.
10.30 a.m.—Auction of Clothing and
Effects of the late Mr. A. Balston.

SUNDAY, May 7:—
9 a.m.—Excursion to Macao by S.S.
"Taishan".

TUESDAY, May 9:—
H. M. the King's Proclamation Day.
2.30 p.m.—Auction of Furniture,
Carpet, Piano, etc. at Messrs.
Hughes and Hough's.

SATURDAY, May 13:—
Dog and Cat Show at Grand Stand,
Race Course, Happy Valley.

FRIDAY, May 19:—
Noon—Canton Insce. Office Extra-
ordinary Meeting.

SATURDAY, May 20:—
Noon—Hongkong Electric Co's
Meeting.

MONDAY, May 22:—
11.30 a.m.—China-Burma Co's Meet-
ing.

'CHINA MAIL'
OVERLAND EDITION.

THE BEST WEEKLY NEWS
PAPER FOR ALL INTERESTED
IN HONGKONG AND CHINA
GENERALLY.

ORDER IT BEFORE GOING
HOME, AND THUS KEEP IN
CLOSE TOUCH WITH THE
COLONY.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Mr. C. Smith, the Chief Officer of the ill-fated *Huangpu*, was saved.

The typhoon over the eastern Vicayas was reported by the Manila Observatory this morning to be filling up.

A Kobe paper states that Mr. A. I. D. Stevens has taken over charge of the Kobe Agency of the Chartered Bank of India, Australia and China, relieving Mr. T. C. Downing, who is proceeding to the branch at Hongkong.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—
Comrades Guild \$400

The death is announced of Mr. Jacob Lyons, of the well-known Kobe firm of shipping agents, Messrs. Nickel and Lyons. Death followed upon a surgical operation. Mr. Lyons had resided for upwards of thirty years in Japan.

The death is announced of Captain John D. Sarchet of Leith. Captain Sarchet was for about thirty years a shipmaster in the employment of the Ben Line, and was in command of the steamer *Bombardier* when she was sunk by the *Kuikoku*. Captain Sarchet, who was master of *Guerriere*, was a brother of Trinity House.

We publish on page 3 part of Subscription List No. 3 issued by the Hon. Treasurer of the War Charities Committee. The remainder of the list will be published to-morrow. The subscriptions in this list total \$39,010. There had previously been acknowledged subscriptions amounting to \$51,421.65, so that the total amount received since the formation of the Committee at the beginning of the year is \$90,431.65.

On Tuesday one of the residents of the New Zealand Presbyterian Mission at Kowloon on the Canton Hankow Railway "Jing" was robbed in the early hours of the morning. Entrance was made by smashing in the front door with a crowbar. The robbers, about a dozen in number, were armed with revolvers and knives, but beyond threatening the occupants, they did not do any personal injury. The house was ransacked from top to bottom and all cash, clothing, bedding, and entirely the visitors' luggage was quickly carried off.

The British Consular report on the trade of Pakhoi makes somewhat melancholy reading. It says:—"A period of general stagnation of trade and a decadent port—this practically sums up the commercial history of Pakhoi for the year 1914." The commercial hinterland of Pakhoi becomes more circumscribed every year—every additional boat plying on the West River gives a slight impetus to the ports of that region, at the expense of Pakhoi, and the only thing that could restore the vanished fortunes of the port would be some development of internal communications such as the development of the railway contemplated from Yanchow to Chingking, but it is to be feared that prospects of help from that source are remote.

Mr. A. J. Hughes, of the China United Assurance Society, Ltd., has been appointed Hon. Advisor to the Board of Agriculture and Commerce on insurance affairs. The multiplication of insurance companies in China by irresponsible and incompetent persons remarks the *N. C. Daily News* has long been scandalous; yet hitherto there has been no means of regulating such Chinese companies. It is, therefore, interesting to note that the Minister of Agriculture and Commerce has prepared, with the assistance of Mr. Hughes, a Life Insurance Act which would, but for the present political crisis, have already come into force. The new Minister of the Board, Mr. Ching Pang-ping, was previously its Vice-Minister. He is a good business man and has been specially interesting himself in this particular question.

CROUP.

THIS disease is so dangerous and so rapid in its development that every mother of young children should be prepared for it. It is very risky to wait until the attack of croup appears and then send for medicine and let the child suffer until it can be obtained. Chamberlain's Cough Remedy is prompt and effective and has never been known to fail in any case. Always have a bottle in the home for sale by all Chemists and Storekeepers.

UNIVERSITY ATHLETIC UNION.

H.E. THE GOVERNOR OPENS NEW PAVILION.

H.E. the Governor, Sir Henry May, K.C.M.G., Chancellor of the University, in the presence of a distinguished gathering last evening opened the new pavilion at the Hongkong University Athletic field, situated on the Pokfulam Road. Major General Ventris, officer commanding H. M. troops in China, Rear Admiral Armstrong, Sir Charles Eliot, K.C.M.G., (Vice-Chancellor), Col. Chapman V. D., Mrs. Armstrong, Sir Robert and Lady Ho Tung, the Hon. Mr. Cecil Severn, (Colonial Secretary), and Mr. Ho Fook, were among those present.

The Governor arrived in company with Sir Charles Eliot, Mr. E. Ponsbury Fane, (Private Secretary) and Professor Middleton Smith.

From the portico of the artistic structure Sir Charles Eliot heartily welcomed the Governor. It seemed only natural to welcome His Excellency, he said, though he did not need any special greeting as a stranger since he came as the Chancellor of the University and also President of the Union. The Governor was therefore doubly at home. Sir Charles said he gathered that there was one thing His Excellency would not say which, therefore, devolved upon him (the speaker) to somewhat emphasize because he thought those present would like to know that and that was in regard to a question the Governor had put to him. Have you "bought the land?"

The Governor continued Sir Charles had forgotten his own good deeds. They were very grateful to those who had provided the accessories, but the foundation and basis of that athletic field in the most literal sense, was the most generous gift of His Excellency and the Government of the Colony. (Applause). They were glad, therefore, of the opportunity of thanking the Governor most sincerely for all that he had done for the life of the University, whether in its work or in its sport. (Applause). Sir Charles also mentioned the valuable services of Mr. Chai-lai Seven, the Colonial Secretary, and Mr. Ponsbury Fane, who in the midst of an exceptionally busy time took part not only in the teaching of the University but also in their sports. (Applause).

The Union report was read by the Secretary, Mr. Morris stated that the membership was 270. (Applause). The report dealt with the laying out of the ground and the erection of the pavilion.

His Excellency said that he was much struck on his personal interest in the playing ground and the little tabernacle of sport, when he said it was more or less his gift. He would like to correct him and remind them that the Governor could not give away anything. (Laughter). He wished he could give away fine things like that he would make many of his friends very rich. (Laughter).

Referring to the ground His Excellency remarked that it was rather small and he did not think it would be possible to play cricket there, but he was informed that a lateral extension would be made which would enable cricket and football to be played. His Excellency took that opportunity of congratulating Mr. Sze Kwong, who is a University student, on being runner-up in the Hongkong tennis tournament, and said that Messrs. Green, Nisbet, and the other players would have to look to their laurels. When he had filled out, Mr. Sze Kwong would be very hard to beat. (Applause). On behalf of the University he thanked those present for coming there that afternoon, and said that he was sure that the pavilion and playing ground would be of very great benefit and a great boon to the University. (Applause).

His Excellency then unfurled the colours of the University, a yellow dragon rampant on a background of red, green and blue, and with the letters "H.K.U.U." Three hearty cheers were then given for His Excellency and a vote of thanks was proposed by Mr. Lo Hin Shing (Chairman of the Union), and seconded by Mr. Fung Man Sui.

The Governor also presented the prizes which were won at the Union sports held on Saturday last. The Ho Kwong Cup, which was won by all the five hosts in the University, was won by Morrison Hall, and the Vice-Chancellor's Cup, for the greatest aggregate of points, was won by A. J. Hughes, a first year student, who had no less than five first prizes. The other prizes were won as follows:—100 yards—A. J. Kew; 200 yards—A. J. Kew; 400 yards—A. J. Kew; 800 yards—A. J. Kew; 1,600 yards—A. J. Kew; 3,200 yards—A. J. Kew; 6,400 yards—A. J. Kew; 12,800 yards—A. J. Kew; 25,600 yards—A. J. Kew; 51,200 yards—A. J. Kew; 102,400 yards—A. J. Kew; 204,800 yards—A. J. Kew; 409,600 yards—A. J. Kew; 819,200 yards—A. J. Kew; 1,638,400 yards—A. J. Kew; 3,276,800 yards—A. J. Kew; 6,553,600 yards—A. J. Kew; 13,107,200 yards—A. J. Kew; 26,214,400 yards—A. J. Kew; 52,428,800 yards—A. J. Kew; 104,857,600 yards—A. J. Kew; 209,715,200 yards—A. J. Kew; 419,430,400 yards—A. J. Kew; 838,860,800 yards—A. J. Kew; 1,677,721,600 yards—A. J. Kew; 3,355,443,200 yards—A. J. Kew; 6,710,886,400 yards—A. J. Kew; 13,421,772,800 yards—A. J. Kew; 26,843,545,600 yards—A. J. Kew; 53,687,091,200 yards—A. J. Kew; 107,374,182,400 yards—A. J. Kew; 214,748,364,800 yards—A. J. Kew; 429,496,729,600 yards—A. J. Kew; 858,993,459,200 yards—A. J. Kew; 1,717,986,918,400 yards—A. J. Kew; 3,435,973,836,800 yards—A. J. Kew; 6,871,947,673,600 yards—A. J. Kew; 13,743,895,347,200 yards—A. J. Kew; 27,487,790,694,400 yards—A. J. Kew; 54,975,581,388,800 yards—A. J. Kew; 109,951,162,777,600 yards—A. J. Kew; 219,902,325,555,200 yards—A. J. Kew; 439,804,651,110,400 yards—A. J. Kew; 879,609,302,220,800 yards—A. J. Kew; 1,759,218,604,441,600 yards—A. J. Kew; 3,518,437,208,883,200 yards—A. J. Kew; 7,036,874,417,766,400 yards—A. J. Kew; 14,073,748,835,532,800 yards—A. J. Kew; 28,147,497,671,065,600 yards—A. J. Kew; 56,294,995,342,131,200 yards—A. J. Kew; 112,589,990,684,262,400 yards—A. J. Kew; 225,179,981,368,524,800 yards—A. J. Kew; 450,359,962,737,049,600 yards—A. J. Kew; 900,719,925,474,099,200 yards—A. J. Kew; 1,801,439,850,948,198,400 yards—A. J. Kew; 3,602,879,701,896,396,800 yards—A. J. Kew; 7,205,759,403,792,793,600 yards—A. J. Kew; 14,411,518,807,585,587,200 yards—A. J. Kew; 28,823,037,615,171,174,400 yards—A. J. Kew; 57,646,075,230,342,348,800 yards—A. J. Kew; 115,292,150,460,684,697,600 yards—A. J. Kew; 230,584,300,921,369,395,200 yards—A. J. Kew; 461,168,601,842,738,790,400 yards—A. J. Kew; 922,337,203,685,477,580,800 yards—A. J. Kew; 1,844,674,407,370,955,161,600 yards—A. J. Kew; 3,689,348,814,741,910,323,200 yards—A. J. Kew; 7,378,697,629,483,820,646,400 yards—A. J. Kew; 14,757,395,258,967,641,292,800 yards—A. J. Kew; 29,514,790,517,935,282,585,600 yards—A. J. Kew; 59,029,581,035,870,565,171,200 yards—A. J. Kew; 118,059,162,071,741,130,342,400 yards—A. J. Kew; 236,118,324,143,482,260,684,800 yards—A. J. Kew; 472,236,648,286,964,521,369,600 yards—A. J. Kew; 944,473,296,573,929,042,739,200 yards—A. J. Kew; 1,888,946,593,147,858,085,478,400 yards—A. J. Kew; 3,777,893,186,295,716,170,956,800 yards—A. J. Kew; 7,555,786,372,591,432,341,913,600 yards—A. J. Kew; 15,111,572,745,182,864,683,827,200 yards—A. J. Kew; 30,223,145,490,365,729,367,654,400 yards—A. J. Kew; 60,446,290,980,731,458,735,308,800 yards—A. J. Kew; 120,892,581,961,462,917,470,617,600 yards—A. J. Kew; 241,785,163,922,925,834,941,235,200 yards—A. J. Kew; 483,570,327,845,851,669,882,470,400 yards—A. J. Kew; 967,140,655,691,703,339,764,940,800 yards—A. J. Kew; 1,934,281,311,383,406,679,529,881,600 yards—A. J. Kew; 3,868,562,622,766,813,359,059,763,200 yards—A. J. Kew; 7,737,125,245,533,626,718,119,526,400 yards—A. J. Kew; 15,474,250,491,067,253,436,239,052,800 yards—A. J. Kew; 30,948,500,982,134,506,872,478,105,600 yards—A. J. Kew; 61,897,001,964,269,013,744,956,211,200 yards—A. J. Kew; 123,794,003,928,538,027,489,912,422,400 yards—A. J. Kew; 247,588,007,857,076,054,979,824,844,800 yards—A. J. Kew; 495,176,015,714,152,109,959,649,689,600 yards—A. J. Kew; 990,352,031,428,304,219,919,299,379,200 yards—A. J. Kew; 1,980,704,062,856,608,439,838,598,758,400 yards—A. J. Kew; 3,961,408,125,713,216,879,677,197,516,800 yards—A. J. Kew; 7,922,816,251,426,433,759,354,395,033,600 yards—A. J. Kew; 15,845,632,502,852,867,518,708,790,067,200 yards—A. J. Kew; 31,691,265,005,705,735,037,417,580,134,400 yards—A. J. Kew; 63,382,530,011,411,470,074,835,160,268,800 yards—A. J. Kew; 126,765,060,022,822,940,149,670,320,537,600 yards—A. J. Kew; 253,530,120,045,645,880,299,340,640,107,200 yards—A. J. Kew; 507,060,240,091,291,760,598,681,280,214,400 yards—A. J. Kew; 1,014,120,480,182,583,521,197,362,560,428,800 yards—A. J. Kew; 2,028,240,960,365,167,042,394,725,120,857,600 yards—A. J. Kew; 4,056,481,920,730,334,084,789,450,241,715,200 yards—A. J. Kew; 8,112,963,841,460,668,169,578,900,483,430,400 yards—A. J. Kew; 16,225,927,682,921,336,339,157,817,966,860,800 yards—A. J. Kew; 32,451,855,365,842,672,678,315,635,933,721,600 yards—A. J. Kew; 64,903,710,731,685,345,356,631,271,867,443,200 yards—A. J. Kew; 129,807,421,463,370,690,713,262,543,734,886,400 yards—A. J. Kew; 259,614,842,926,741,381,426,525,087,469,672,800 yards—A. J. Kew; 519,229,685,853,482,762,853,050,174,939,345,600 yards—A. J. Kew; 1,038,459,371,706,965,525,706,100,349,879,691,200 yards—A. J. Kew; 2,076,918,743,413,931,051,412,200,699,759,382,400 yards—A. J. Kew; 4,153,837,486,827,862,102,824,400,139,951,764,764,800 yards—A. J. Kew; 8,307,674,973,655,724,205,648,800,279,903,529,529,600 yards—A. J. Kew; 16,615,349,947,311,448,411,297,600,559,807,059,059,200 yards—A. J. Kew; 33,230,699,894,622,896,822,595,200,111,961,418,118,400 yards—A. J. Kew; 66,461,399,789,245,793,645,190,400,223,922,836,236,800 yards—A. J. Kew; 132,922,799,578,491,587,290,380,800,447,845,672,473,600 yards—A. J. Kew; 265,845,599,156,983,174,580,761,600,895,691,344,947,200 yards—A. J. Kew; 531,691,198,313,966,349,161,523,200,179,138,268,895,894,400 yards—A. J. Kew; 1,063,382,396,627,932,698,323,046,400,358,276,537,791,788,800 yards—A. J. Kew; 2,126,764,793,255,865,396,646,092,800,716,553,075,583,577,600 yards—A. J. Kew; 4,253,529,586,511,730,793,292,185,600,143,310,615,167,115,134,400 yards—A. J. Kew; 8,507,059,173,023,461,586,584,371,200,286,621,230,334,230,268,800 yards—A. J. Kew; 17,014,118,346,046,923,173,168,742,400,573,242,460,668,460,537,600 yards—A. J. Kew; 34,028,236,692,093,846,346,337,484,800,114,648,921,337,921,921,075,200 yards—A. J. Kew; 68,056,473,384,187,692,692,674,969,600,229,297,842,675,843,842,150,400 yards—A. J. Kew; 136,112,946,768,375,385,385,349,939,200,458,595,685,351,687,681,300,800 yards—A. J. Kew; 272,225,893,536,750,770,770,699,878,400,917,191,370,703,375,361,601,601,600 yards—A. J. Kew; 544,451,787,073,501,541,541,399,756,800,183,422,741,406,750,741,723,203,203,200 yards—A. J. Kew; 1,088,903,574,147,003,083,083,799,513,600,366,845,482,813,501,501,406,406,400 yards—A. J. Kew; 2,177,807,148,294,006,166,166,599,027,200,733,690,965,627,003,003,003,000 yards—A. J. Kew; 4,355,614,296,588,012,332,332,119,054,400,146,738,193,254,006,006,006,000 yards—A. J. Kew; 8,711,228,593,176,024,664,664,238,108,800,293,476,386,508,012,012,012,000 yards—A. J. Kew; 17,422,457,186,352,048,132,132,476,217,600,586,952,773,016,024,024,000 yards—A. J. Kew; 34,844,914,372,704,096,264,264,952,435,200,117,390,546,032,048,048,000 yards—A. J. Kew; 69,689,828,745,408,192,528,528,190,470,400,234,781,092,064,096,096,000 yards—A. J. Kew; 139,379,657,490,816,384,105,105,380,940,400,469,562,184,112,192,192,000 yards—A. J. Kew; 278,759,314,981,632,768,210,210,760,880,939,124,368,224,384,384,000 yards—A. J. Kew; 557,518,629,963,265,536,420,420,152,176,187,848,448,448,000 yards—A. J. Kew; 1,115,037,259,926,531,072,840,840,304,352,375,696,896,896,000 yards—A. J. Kew; 2,230,074,519,853,062,144,168,168,608,704,751,392,179,379,379,000 yards—A. J. Kew; 4,460,149,039,706,124,288,336,336,121,408,150,278,358,758,758,000 yards—A. J. Kew; 8,920,298,079,412,248,572,672,672,242,816,300,556,717,517,517,000 yards—A. J. Kew; 17,840,596,158,824,496,114,544,544,485,632,601,113,035,035,000 yards—A. J. Kew; 35,681,192,317,648,992,228,108,108,971,264,120,226,070,070,000 yards—A. J. Kew; 71,362,384,635,297,984,456,216,216,194,528,240,452,140,140,000 yards—A. J. Kew; 142,724,769,270,595,968,912,432,432,389,056,480,904,280,280,000 yards—A. J. Kew; 285,449,538,541,191,936,184,864,864,778,112,968,560,560,000 yards—A. J. Kew; 570,899,077,082,383,872,368,172,172,155,224,193,824,193,000 yards—A. J. Kew; 1,141,798,154,164,767,744,736,344,344,310,448,387,648,387,000 yards—A. J. Kew; 2,283,596,308,329,535,488,147,147,170,896,774,774,774,000 yards—A. J. Kew; 4,567,192,616,659,070,976,294,294,341,792,154,748,748,000 yards—A. J. Kew; 9,134,385,233,318,141,952,588,588,683,584,308,748,748,000 yards—A. J. Kew; 18,268,770,466,636,283,904,117,117,136,768,617,496,748,000 yards—A. J. Kew; 36,537,540,933,272,567,808,234,234,273,536,123,496,748,000 yards—A. J. Kew; 73,075,081,866,545,135,616,468,468,546,568,246,992,748,000 yards—A. J. Kew; 146,150,163,733,090,271,232,936,936,109,113,496,748,000 yards—A. J. Kew; 292,300,327,466,180,542,464,187,187,218,226,992,748,000 yards—A. J. Kew; 584,600,654,932,361,084,936,374,374,436,452,992,748,000 yards—A. J. Kew; 1,169,201,309,864,722,168,968,748,748,872,904,992,748,000 yards—A. J. Kew; 2,338,402,619,729,444,336,193,193,174,808,180,992,748,000 yards—A. J. Kew; 4,676,805,239,458,888,672,386,386,348,616,361,992,748,000 yards—A. J. Kew; 9,353,610,478,917,777,344,772,772,696,122,723,992,748,000 yards—A. J. Kew; 18,707,220,957,835,554,688,144,144,139,244,447,992,748,000 yards—A. J. Kew; 37,414,441,915,671,108,928,288,288,278,488,895,992,748,000 yards—A. J. Kew; 74,828,883,831,342,217,856,576,576,556,976,179,992,748,000 yards—A. J. Kew; 149,657,767,662,684,435,712,115,115,111,952,359,992,748,000 yards—A. J. Kew; 299,315,535,325,368,871,424,230,230,223,904,719,992,748,000 yards—A. J. Kew; 598,631,070,650,737,742,848,460,460,447,808,143,992,748,000 yards—A. J. Kew; 1,197,262,141,301,475,485,696,920,920,894,808,287,992,748,000 yards—A. J. Kew; 2,394,524,282,602,950,971

THE WAR.

TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

ANOTHER AIR RAID ON GREAT BRITAIN.

LONDON, May 3. It is officially announced that hostile aircraft attacked the north-east coast of England, and the south-east coast of Scotland on Tuesday night. Their movements were uncertain. A few bombs were dropped in Yorkshire. No details are available as to casualties or damage.

GERMAN ATTACKS ON BRITISH LINES.

LONDON, May 3. A British communiqué says: A German attack last of Ypres last night, following an hour's bombardment, broke down under our fire, the enemy not reaching our lines. Another enemy attempt north of Albert, was stopped by our fire. There was some artillery today. Two enemy aeroplanes were driven down in lights in the air yesterday. They landed in a damaged condition behind the enemy lines.

ITALIANS CAPTURE MORE MOUNTAIN POSITIONS.

ROME, May 3. A communiqué says: Italian Alpini in the Adamello zone on April 29th, after crossing the rugged Chiusa ridge, assaulted a precipitous ridge between Fargorika and Colvanto, and after two days' desperate fighting on the glacier, stormed four mountain positions on heights averaging 10,000 feet, taking many prisoners and booty.

ARTILLERY ACTIVITY NEAR VERDUN.

PARIS, May 3. Today's communiqué says: There has been an artillery duel west of the Meuse between Avocourt and Montmoyne, and a bombardment east of the Meuse, somewhat intense between Thiaumont and Dunlop. Our batteries dispersed enemy detachments north of Chantfour Wood and north-west of Vaux point.

THE OPERATIONS IN SOUTH-WEST AFRICA.

LONDON, May 3. General Smuts reports that the rainy season has set in with great violence, delaying operations.

BRITISH SUBMARINE SINKS TURKISH TRANSPORT.

ATHENS, May 3. A British submarine in the Sea of Marmora has sunk a laden Turkish transport.

INVALID PRISONERS.

LONDON, May 3. Germany has agreed to the British proposal for the transfer to Switzerland of the British and German invalid combatant prisoners. The arrangement is similar to one previously concluded between France and Germany.

76 AEROPLANES BROUGHT DOWN IN A MONTH.

LONDON, May 3. During April seventy-six aeroplanes, of which forty-eight were German, including a number of Fokkers, were accounted for on the Western front. The British lost only four, but felled eleven German machines.

THE UNITED STATES AND GERMANY.

AMSTERDAM, May 3. A Berlin official announcement states that Mr. Gernard, the United States Ambassador, has returned from Headquarters, where he had an audience with the Kaiser.

HONOUR FOR SURGEON-GENERAL BABBIE.

LONDON, May 2. It is notified in the Gazette that Surgeon General Babbie has been appointed to be a Commander of St. Michael and St. George.

THE MESOPOTAMIA CAMPAIGN.

KING'S MESSAGE TO TIGRIS CORPS.

LONDON, May 3. His Majesty the King has telegraphed to the Commander of the Tigris Corps as follows:

Although your brave troops did not have the satisfaction of relieving their comrades at Kut, they, under the able leadership of yourself and your subordinate commanders, fought with great gallantry and determination under the most trying conditions.

I have watched your efforts with admiration, and I am satisfied that you have done all that was possible and that you will continue to do so in future encounters with the enemy.

THE FALL OF KUT.

SICK AND WOUNDED EXCHANGED.

LONDON, May 2. The Turkish commander has agreed to exchange General Townsend's sick and wounded for an equivalent number of Mahometan Turkish prisoners. Ships have been sent to fetch them.

MESSAGE FROM AUSTRALIA.

The Governor-General of Australia, Sir Ronald Munro-Ferguson, has cabled to His Majesty on behalf of Australia, his profound sympathy with the gallant garrison at Kut, adding: "But it will only strengthen Australia's determination to hasten the overthrow of our enemies."

MR. ASQUITH AND THE KUT SURRENDER.

LONDON, May 2. Mr. Asquith, in the House of Commons, referring to Kut said people were naturally impatient for a decisive victory and sore and depressed at the deplorable, although militarily insignificant incident of the surrender of the heroic garrison. That had been the case in every great war in which we had been engaged. There were the same accusations of indecision and procrastination and half-hearted delay and the same cry for a saviour or a combination of saviours. At one moment the country was told that the Cabinet over-ruled their Naval and Military experts; at another they were told—as he believed they would be told when the papers regarding the Mesopotamian campaign were published—that the Cabinet were too subservient to their military advisers.

When the great offensive comes we shall be lectured by the same people upon the folly of it all. His answer was that if there have been mistakes and blunders the contribution of the Empire was steadily growing. The Naval and Military situation of the Allies was never so good as it is today. If the Government had not the confidence of the country, let it find another body of men. They would find none more zealous, more loyal or more assiduous in the discharge of the task. Only a sense of duty and love of country constrained Ministers to continue on the Treasury Bench. They would be unable to carry out the heaviest burden ever laid upon British statesmen unless they felt that had not only the sympathy but the trust of their countrymen. (Loud Cheers.)

MORE SUBMARINE PIRACY.

RELIEF CARGOES SUNK.

LONDON, May 2. The British steamer *Hendon Hall* has been sunk. The crew were saved. Other steamers reported sunk are—*Rochester City* (British), *Friland* (Swedish) and *Rio Branco* (Brazilian). The *Friland* and the *Hendon Hall* were both carrying American relief cargoes for the Belgians, totalling 13,000 tons of wheat.

H.M. armed yacht the *Aeyusa* (which was sunk a few days ago) was formerly Sir Thomas Lipton's yacht, the *Erin*.

GENERAL COMPULSION IN GREAT BRITAIN.

LONDON, May 2. Mr. Asquith announced in the House of Commons, that the Government to-morrow would introduce a measure dealing with the whole of the recruiting problem.

Mr. Asquith, explaining the Government's position regarding recruiting, emphasised that they desired to secure general consent to organised labour to which was attached great importance. He affirmed that the naval and military effort of the Empire exceeded five millions of men, in 83 army divisions, which involved a prodigious effort both here and throughout the Empire.

Mr. Asquith reviewed the history of recruiting, pointing out the Cabinet's exhaustive enquiry with the object of co-ordinating the military, financial and industrial efforts, our two outstanding necessities being the maintenance of our sea supremacy and the financing of the Allies. Then the Government made a further review of the recruiting position, resulting in the Government's recent proposals.

It was how a question of methods, and he was glad that the speeches of Labour Members encouraged a belief in the general desire to settle the whole question once and for all instead of piecemeal. He hoped that would be effected by to-morrow's Bill.

Mr. Asquith again emphasised the need for national unity, because dissensions had a damaging effect upon our Allies as well as upon Neutrals. He replied to the Government's critics by asserting that the Empire's contribution was bigger, and better directed than ever before. "We do not need the critics," he said "if we have the confidence of the country. If not, let the House censure us."

Sir Edward Carson, following Mr. Asquith, bitterly criticised the Government. He said that a man was now at the head of affairs who had done more in two months than had been done in the whole time before—(Cheers.)

Sir John Simon contended that no use had been made out for extending compulsion. "An animated debate followed. Service members appealing for all possible recruits, and prominent Liberals urging more vigour and energy."

Mr. Asquith's speech is regarded as an important and direct challenge to his critics, which will probably have a vital effect in clearing up the situation. Many members in the Lobby think it will strengthen the position of the Government, and that to-morrow's Bill really means general compulsion, together with the minor proposals recently withdrawn, concerning youths of eighteen and time-expired men.

Mr. Asquith's most striking passage was when he said that the question of recruiting had been reduced to one of method. "That brought us face to face with compulsion," he continued, "with general, immediate compulsion, such as we are going to propose. This has the immense advantage of getting rid of the piecemeal treatment."

A STIRRING LABOUR APPEAL.

The British Workers' National League has issued a stirring manifesto, emphasising the need of men and appealing to the Nation to exert its whole strength in a supreme combined effort.

It says: "With the imperishable example of Britons over-seas before you, shall the Motherland be more reluctant than her children to defend the common heritage, and leave its defence to the prowess of the Allies while hundreds and thousands linger at home? There can be no doubt of our countrymen's reply in the supreme vital hour when the Motherland calls for the ungrudging service of all her children."

The signatories include six Labour members of the House of Commons and other noted Labour men.

GERMAN COMPENSATION TO HOLLAND.

HEAL STEAMER FOR THE TURKISH.

AMSTERDAM, May 3. The *Handelsblad* states that Germany has agreed to give a Hamburg-American liner to replace the *Tubantia* which was sunk by a German submarine.

CONVOYING OF DUTCH STEAMERS CEASED.

THE HAGUE, May 3.

It is officially announced that the conveying of Dutch merchantmen has ceased.

MIXED FINANCIAL COMMISSION IN PERSIA.

TRIBUNAL LINCOLN'S EXTRADITION.

WASHINGTON, May 3. The Supreme Court has ordered the extradition to England of Tribunal Lincoln, formerly a member of parliament, on a charge of forgery.

DUBLIN PROGRESSING TOWARDS THE NORMAL.

REBELS MISLED BY TALES OF FOREIGN AID.

LONDON, May 2. The situation in Dublin to-day is rapidly progressing towards the normal, although the military are still firmly holding the streets of disaffected districts.

Those members of the Sinn Féin organisation who are still at liberty appear to have hidden their rifles, having used all their ammunition.

The rebel leaders admit that they have been completely misled by tales of foreign aid.

The military are making most minute search in order to clear out the last sniper.

Today's official report states that Dublin is gradually returning to its normal condition. The ever-contracting cordon is clearing some of the small districts of Lifford.

Sinn Féin supporters of Cork City, where there has been no rising, have surrendered their arms.

All is quiet in Cork County, apart from an affray in the Fermoy districts where the Head Constable was shot dead in an attempt made by the Police to arrest two men in a house the occupants of which ultimately surrendered. Two were wounded. A column has been sent to Ennisworthy to arrest rebels.

County Wexford and the rest of the South of Ireland are reported quiet.

RESIGNATION OF MR. BIRRELL EXPECTED.

LONDON, May 2. The *Daily Telegraph* says the resignation of Mr. Birrell (Secretary of State for Ireland) is regarded as inevitable, but Lord Wimborne remains.

SCARCITY OF JUTE IN SPAIN.

FORTY THOUSAND TONS REQUIRED.

LONDON, May 2. The correspondent of *The Times* at Valencia draws attention to the scarcity of jute in Spain, owing to the restrictions of exports from Calcutta. He says the Spanish manufacturers require for the supply of their home market during the present year 40,000 tons. The Spanish manufacturers are willing to give ample guarantees that the sacks will not go to the enemy and will find the shipping. They merely ask that British policy be defined and applied impartially; and that Spanish mills should not be forced to close for lack of jute.

The correspondent urges that as the jute districts in Spain are most friendly towards the Allies, we should do what we can to meet their wishes.

SHAKESPEARE TERCENTENARY.

MR. FRANK BENSON KNIGHTED.

LONDON, May 3. H.M. The King conferred the honour of knighthood upon Mr. Frank Benson after the Shakespeare Tercenary performance at Drury Lane Theatre this afternoon.

C.M.G. FOR COL. CARRUTHERS.

LONDON, May 3. The *Gazette* announces that Col. R. A. Carruthers has been made a Companion of the Order of St. Michael and St. George.

CHINESE AFFAIRS.

(Wah Tse Yat Po's Service.)

MISSING CHINESE CRUISER FOUND.

SHANGHAI, May 4. The cruiser *Haiyang*, which collided with and sank the transport *Hsin-yu*, has been located at Foochow.

The Captain will be court-martialled.

OFFICIAL SALARIES IN ARREAR.

PEKING, May 3. The salaries of the State Councilors is three months in arrears.

Chiu-Chung-in has been appointed Vice-Minister of Finance.

THE TRUCE.

PEKING, May 4. The Government has wired to the Southern troops extending the truce for a month.

THE ART OF CONSCIENTIOUS OBJECTING.

(From Our Scottish Correspondent.)

EDINBURGH, April 5. After a cursory glance at the war news, just to make sure that Verdun is still in the hands of its rightful owners, it is the province of many of us I fancy, to turn the page of our morning paper till we find the accounts of the Tribunals that deal with exemption claims. For all of us need cheering up and we gratefully appreciate the efforts which some claimants are making to serve us in that direction. The prospects of an additional day of excessively wetness is lightened by the discovery of yet another young gentleman of 19, who has held pacifist views for many years, or of a further member of the company of those who will make munitions but will not use them. And we are refreshed by the attitude of a south countryman who declared that as he was a vegetarian he had a conscientious objection to army rations.

There are cases however that cannot be regarded without indignation and shame. Take that of a teacher at Glasgow who declined service on the ground that he would not subject his will to any other human being. In his daily work this man is entrusted by the State with the governance of 40 or 50 pupils; he is their dictator, requiring from them obedience in act and word; he himself in turn is subject absolutely in many things to his superiors, and beyond them to the Magistrate, yet in wholly irrational humour, he declares that he will rebel if the principle he practices in one sphere be applied to him in another and more important sphere.

The duties, the perversities, the insensibilities of the Tribunals are beyond recital. They range themselves in three categories. There are first the cowards; then the International Socialists; and lastly the honest objectors whose moral code is too vaguely ideal to have the slightest relation to the world they are doomed to live in. The enemies to use a mild term—which Socialism begins to find expression again and again in repudiation of British citizenship. "Do you acknowledge any allegiance to your Sovereign?" a Territorial was asked. "I cannot say that I do; the world is my country; I am an Internationalist." As to the class of cowards, these poor creatures are being dragged out of hiding; they try to disguise their conscience; but it does not cover their contemptible weakness. In what proportion they stand to the general muster it is hard to determine; but an exceptionally shrewd judge of men, who has sat on one of the Tribunals ever since the Act came into force, has estimated that they are at least one-third of the mass.

A particular case is that of the medical officer who appeared last week at Olan to protest that he would not undertake any war service—combatant or non-combatant. "Would you not help your fellow-countrymen even when they were wounded?" he was asked. "I go against my principles," was the reply. In other words, "this person who holds several public appointments, repudiates the principle of humanity, is dead to the appeal of self-sacrifice under taken in the noblest cause, believed that a good Samaritan would pass by a wounded soldier, and yet continues to serve for salary a State which is founded on the principles which he condemns."

The other day those who happened to be in the Waverley Station witnessed a pathetic sight. A stalwart R.A.M.C. man was carrying what appeared to be a child in his arms from the London to the Aberdeen train. The curious thing was that the child was dressed in khaki. Close inspection showed that it was a soldier who was being carried. He had no legs. He was one of that great multitude who, in the days of their youth, have offered up the possibility of most of life's goodness for our safety. He lay passively in the arms of the orderly until he was settled down in the corner of his carriage. He smiled. "Good egg," he said; "I am obliged to ye; I'll manage fine now that your legs have done the walking for me." Whereupon he lit a pipe and proceeded to look cheerfully on the world. What man can conscientiously object to being called a coward to tasks like this?

How pathetic it all is! Scottish people imagined they knew something about conscience and objecting. Much of that which is noblest and strongest in our history has sprung from conscientious objectors—those objecting frequently took the practical form of spears and broadswords. "We cannot see our way clearly; but we believe that we have points enough worth fighting for." cried one of them in an anxious time for Church and State; and he and his fellows went out with their consciences alert and objected to some purpose. But that in the crisis of our nation's fate the fine old Scottish attitude should be extended to the deplorable travesties of it which appear in some of our Tribunals is merely pitiful. If we had a Tribunal composed of Covenanters, what manner of rugged speech would they use about it all!

To-day's Advertisements

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY No. 53 OF 1914.

THE TUNG KEE AND WING KEE FIRM.

NOTICE is hereby given that the Meeting of Creditors to be held on WEDNESDAY the 10th instant is adjourned until WEDNESDAY the 17th May, 1918, at 12 o'clock Noon.

Dated the 4th day of May, 1918.

J. HENNESSEY SETH A.S.A., Trustee.

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(Continued on page 6.)

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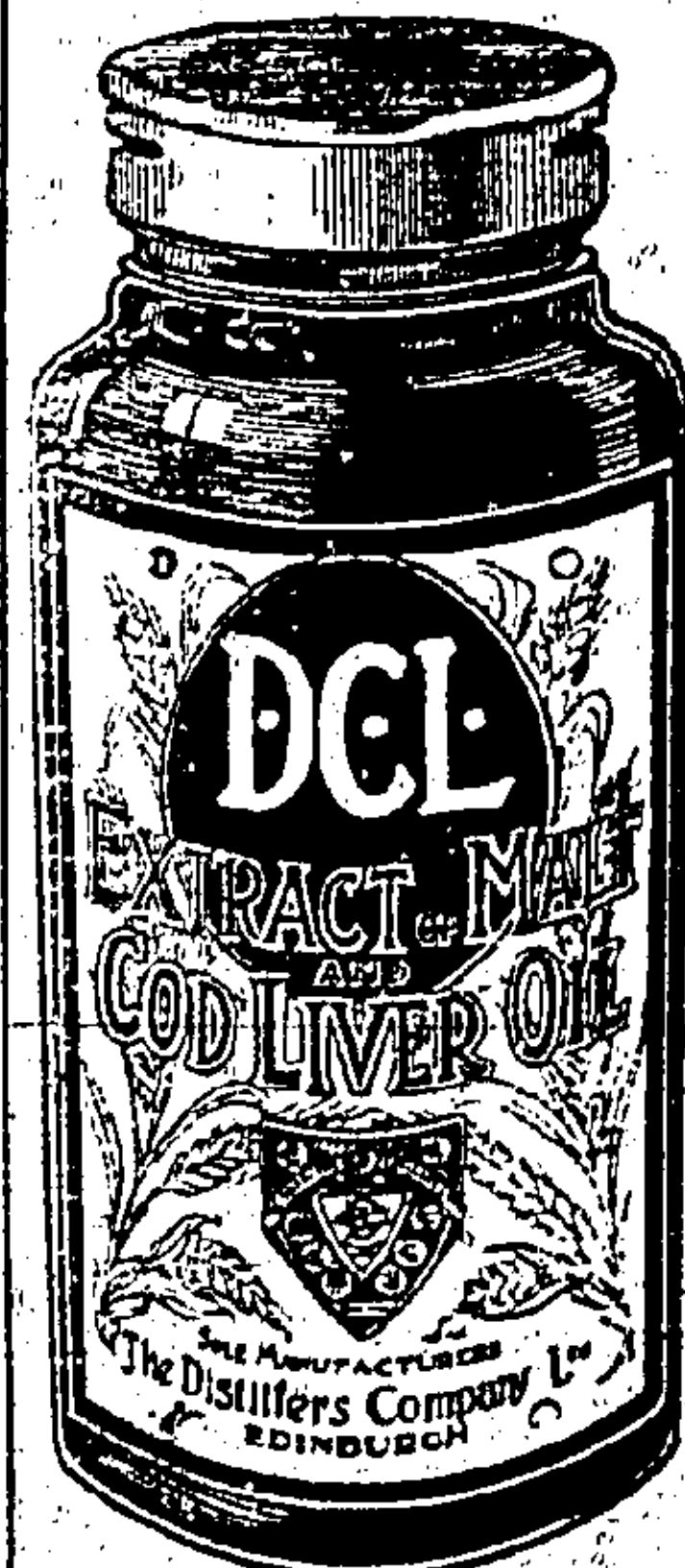
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LONDON via SINGAPORE	NAMUR	Noon 8th May	Direct Service.
PENANG, COLOMBO, Port Said & Marseilles	Capt. A. Collier		
SHANGHAI, MOJI, KORE & YOKOHAMA	NOVARA	About 9th May	Direct Service.
	Capt. H. R. Hetherington, R.N.R.		
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, Port Said & Marseilles	NANKIN	Noon 19th May	Connecting at Cebu with Mail to America.
	Capt. G. Manley		
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	Capt. C. T. Taylor, R.N.R.		

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*CHICAGO MARU Monday, 8th May, at 3 p.m.
† Omitting Shanghai and Nagasaki. † Omitting Manila and Moji.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.
*SHINKOKU MARU Tuesday, 9th May, at 7 a.m.

FORMOSAN LINE. FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW, AMOY.
*AMAKUSA MARU Sunday, 7th May, at Noon.
*SOSHU MARU Wednesday, 10th May, at 9 a.m.
† Proceeding to Tamsui and Keelung.
† Proceeding to Anping and Takao.
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EMPIRE	10th June	1st July, at 11 a.m.
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DODWELL & CO., LTD., Agents.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

For	STEAMERS	To Sail
SAIGON	via WEIHAIWEL	May 5, at Noon.
TIENTSIN via WEIHAIWEL	KUICHOW	May 7, Daylight.
SHANGHAI	LUCHOW	May 7, Daylight.
MANILA, CEBU & ILOILO	CHIHWA	May 9, at 4 p.m.
DIRECT SAILINGS TO WEST RIVER—Twice Weekly.		
S.S. "KANTAN" and S.S. "SANTU"		
MANILA LINE. Twin Screw Steamers "Chinhua," "Taming" & "Tein"		
Excellent Saloon accommodation amidships. Electric Fans fitted. Extra staterooms on deck, aft on "Taming" and "Tein."		
SHANGHAI LINE—PASSENGERS, MAILS & CARGO.		
S.S. "Anhui," "Chenan," "Luchow," "Yingchow," "Shantung" and "Sinkiang," with excellent accommodation. Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.		
For Freight or Passage, apply to		
BUTTERFIELD & SWIRE, AGENTS.		
Telephone No. 35.		

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To Sail
TIENTSIN via WEIHAIWEL	CHIPSING	FRIDAY, May 6, at 10 a.m.
SINGAPORE, PENANG & COLOMBO	CHIPSING	FRIDAY, May 6, at 3 p.m.
SANDARAN	HINSANG	SATURDAY, May 6, at Noon.
MANILA	LOONGSANG	SATURDAY, May 6, at 3 p.m.
SHANGHAI	KHONGSANG	SUNDAY, May 7, Daylight.
HOIHOW & HAIPHONG	LOKSANG	TUESDAY, May 9, at 8 a.m.
SINGAPORE, PENANG & COLOMBO	FATSUNG	TUESDAY, May 9, at 3 p.m.
MOJI & KORE	KUMSANG	WEDNESDAY, May 10, Daylight.
MANILA	YUESANG	SATURDAY, May 13, at 3 p.m.
SHANGHAI, KORE & MOJI	FOOKSANG	TUESDAY, May 16, Daylight.

THE steamers Kumsang, Namsang, Lamsang & Fooksang leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the Yaching, Kumsang leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified Surgeon is also carried.
Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Cheloo, Tientsin, Dulny, Weihaiwei.
Taking Cargo on through Bills of Lading to Kodai, Lahad Dato, Simpans, Tawau, Uman, Jesselton and Labuan.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KORE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Telephone No. 215.

R.M.S.P. THE ROYAL MAIL
STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO CHANGE WITHOUT NOTICE

For	STEAMERS	DATE OF DEPARTURE
GENOA & LONDON	MERIONETHSHIRE	12th May.

TRANS-PACIFIC SERVICE
Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.
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JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Telephone No. 215 Sub. Ex. 10.

BRITISH INDIA S. N. CO., LTD.

A.P.C.A.R. LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamer has excellent saloon accommodations for passengers and is re-fitted with all modern conveniences and carries a duly qualified surgeon.

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AGENTS.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAIPHONG	Capt. J. W. Evans	FRIDAY, 4th May at 2 p.m.
HAITAN	Capt. J. S. Thomson	FRIDAY, 12th May at 2 p.m.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—

DOUGLAS LAPRAIK & Co.
General Managers.



TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Tons & Speed	Leave Hongkong
TENYO MARU	22,000-21 knots	Fri, 5th May at Noon.
NIPPON MARU	11,000-15 knots	Tues, 18th May at 10.30 a.m.
SEIYO MARU	14,000-14 knots	Tues, 18th May at Noon.
SHIYO MARU	22,900-21 knots	Wed, 31st May at Noon.
DAIREN MARU	9,000-12 knots	Sat, 3rd June at Noon.
JINYO MARU	8,000-12 knots	Mon, 26th June at Noon.
PERIA MARU	9,000-12 knots	Tues, 4th July at 10.30 a.m.
EWANTO MARU	8,000-12 knots	Sat, 8th July at Noon.
KIYO MARU	17,200-14 knots	Tues, 11th July at Noon.

† Proceeding to South American Ports. † Via MANILA, Omitting Shanghai.
First Class to London £71-10. Return (6 months) £130.
" " New York " 280. " " £298-10.
" " San Francisco " 245. " " £253.
SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.
ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.
Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.
Steamer. Tons & Speed. Sailing.
SEIYO MARU 14,000-14 knots. Tuesday, 16th May at Noon.
For full particulars as to Passage and Freight apply to
K. DOI, Acting Agent,
KING'S BUILDING (Opposite Blake Pier).
Telephone 221.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Displacement	SAILING DATES
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DUBBAN, CAPE TOWN and TENRIFFE	HIRANO MARU, Capt. Fraser	Tons 16,000	SUNDAY, 7th May, at Noon.
	KAGA MARU, Capt. Truda	Tons 12,000	THURSDAY, 18th May, at Noon.
VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KORE, YOKKAICHI, SHIMIDZU & YOKOHAMA	KAMAKURA MARU, Capt. Kusano	Tons 12,400	TUESDAY, 16th May, at 4 p.m.
	YOKOHAMA MARU, Capt. Shinoh	Tons 15,300	WEDNESDAY, 7th June at 4 p.m.
SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AKI MARU, Capt. Yoshikawa	Tons 12,500	TUESDAY, 16th May at 11 a.m.
	RANGO MARU, Capt. Takano	Tons 13,500	TUESDAY, 13th June at 4 p.m.
SHANGHAI, KORE & YOKOHAMA	CEYLON MARU, Capt. Higo	Tons 10,000	SATURDAY, 13th May.
CALCUTTA via SINGAPORE, PENANG & RANGOON	JINSEN MARU, Capt. Ohta	Tons 8,000	SATURDAY, 13th May.
BOMBAY via SINGAPORE, MALACCA & COLOMBO	KIRIN MARU, Capt. Sasaki	Tons 8,000	MONDAY, 24th May.
NAGASAKI, KORE & YOKOHAMA	RANGO MARU, Capt. Takano	Tons 13,500	SATURDAY, 13th May at 10 a.m.
SHANGHAI & KORE	SEAMO MARU, Capt. Shimidzu	Tons 16,000	SATURDAY, 6th May at 10 a.m.
SHANGHAI, MOJI & KORE	YETOROTU MARU, Capt. Kogura	Tons 8,500	SATURDAY, 13th May.

SOME PRINCIPAL FARES.

To London 1st single Yen 150.	Retains " 975.
" " 2nd single " 430.	Retains " 850.
To London, via New York " 237. 2.	" " 236. 19.
To Victoria, Vancouver, Seattle, 1st Single " 230.	1st Return " 245.
To Sydney, 1st Single " 240.	1st Return " 273.
To Yokohama, 1st Return " 150.	To Kobe 1st Return " 125.
" " 2nd " 80.	" " 2nd " 85.
Round-the-World, Tour No. 1, 2112. 8.	" " 2114. 17.

T. KUSUMOTO, Manager.

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P. & O. S. N. Co.

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Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "AMUR" Captain A. Collier, carrying His Majesty's Mails will be despatched from this port on or about FRIDAY, the 3rd May, 1916, taking Passengers and Cargo for the above ports. The "Amur" will proceed through to Port Said, Marseilles and London.
Silk and Valuables for Bombay (under arrangement) will be transhipped at Colombo into a steamer of the B.I.S.N. Co. Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. V. D. FARR,
Acting Superintendent.
Hongkong, April 24, 1916.

FOR SAN FRANCISCO.

THE FINE NEW AMERICAN S.S. "FLORIDIAN"

Will be despatched about 30th May, taking cargo for SAN FRANCISCO and for Overland Points in the United States.
For freight and further particulars apply to
DODWELL & CO., LTD.
Agents.
Hongkong, March 24, 1916.

THE HANDY BOAT FOR MACAO.

THE Steamship "CHUEN CHOW"

THE ONLY BOAT LEAVING AT 5 P.M. EVERY DAY.

Back again by noon on the following day, SUNDAY—Leaves Macao 5 p.m. Arrives Hongkong about 9 p.m.
FARES—First Class \$2 Single; \$3 Return (Saloon).
First Class 80 cts. Single; \$1.50 Return (Saloon) for Children.
Second Class 60 cts. Single; \$1 Return. Electric Fans throughout. First Class Attention. Ample Saloons and Cabin Accommodation.
Passengers may sleep on board without additional charge on return tickets only.

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